

Big Bill to America for War Horses

Allies' Expenditure Nearly \$100,000,000—No Fear of Famine.

NOT the least important item in the cost of Europe's war is the bill for providing horse flesh for the hungry cannon. Already, with the war little more than a year old, the horse and mule bill of the Entente Powers is approaching the \$100,000,000 mark, an item exceeded only by the cost of the various food products and some of the more important war materials, such as cotton, steel products, copper, leather goods and automobiles. An apt comparison is found in the fact that the exports of explosives for the fiscal year ending June 30 were one-third less than that of the value of the horses sent across the Atlantic for duty in the war zone.

In less than a year's time America has become the world's greatest horse market. As this is being written estimates as to the number of horses bought by the English, French, Italian and Belgian Governments range from 400,000 to 500,000. The great Belgian and French horse markets, the finest in the world, literally have been wiped out. Such Belgian stock as escaped confiscation by the Germans has been killed or is being used in the service of the small army still battling for Belgium's cause. France long since ceased her valuable Percherons for service at the front.

Despite the vital part the automobile has played in the modern game of war, the horse still is a most important factor, if one may judge by the export statistics compiled by the Government for the fiscal year. During the twelve month period which ended June 30 this year Europe paid American automobile manufacturers \$68,100,000 for motor trucks and parts. The horse bill for the same period came to \$64,000,000.

The mobilization of the dumb animal corps is proceeding on a scale almost as vast as that of the manufacture of war supplies in the great Eastern factories. In no other way has the world war been brought as close home to the American farmer as in the horse business. Whole counties in the Middle West have been turned into one vast feed lot to accommodate the demands of one foreign Government alone. There is scarcely a town in the West with a surplus of horseflesh which has not been invaded by the horse buyers and agents of the four Entente Powers. The American farmer, as he is the world's greatest owner of horseflesh, is finding himself much sought after by the horse buyers who represent the agents, who in turn have contracts for the purchase of many thousands of horses for unknown countries at war.

More than \$2,000,000 worth of horses are being assembled each week in the eight great concentration camps for war horses in this country. This has been going on for many weeks, and there is every prospect that as the war drags on Europe's horse bill will continue to grow at the rate of \$2,000,000 to \$3,000,000 a week.

Despite the enormous scale on which horses are being bought for the warring nations there need be no fear of a famine in horseflesh in this country. The 500,000 horses which have gone to Europe, or are on their way, constitute but a small proportion of the total, according to the last census, taken in 1913, which showed that more than 20,000,000 horses were owned on the farms of the country.

The American horse market is enjoying the greatest prosperity it has ever known, save possibly during the time of the civil war. The horses and mules purchased by the American Government at the time of the war with Spain and the 182,000 bought here by the British nation during the Boer war become rather small items when compared with contracts awarded up to the present time during the world war.

The great concentration and distribution camps are located at Lathrop, Mo.; Grand Island, Neb.; East St. Louis, Ill.; Chicago, Kansas City, Denver, New Orleans, and Mpls. City, Minn.; Montreal, New York, Virginia, and New Orleans are the chief ports for the shipping of horses to Europe.

Perhaps the greatest concentration camps are located at Grand Island and Lathrop. For twelve months a steady stream of British gold has poured into these two war horse camps. Builders have gone up with the rapidity of a boom mining camp. There are four barns two blocks long and 100 feet wide, feed barns, grain elevators, and many acres of shipping pens. Scarcely a person in these two communities is able to enjoy some measure of the great wealth brought by the horse business. The farmers who are supplying the immense stores of feed products are becoming wealthy in a year's time.

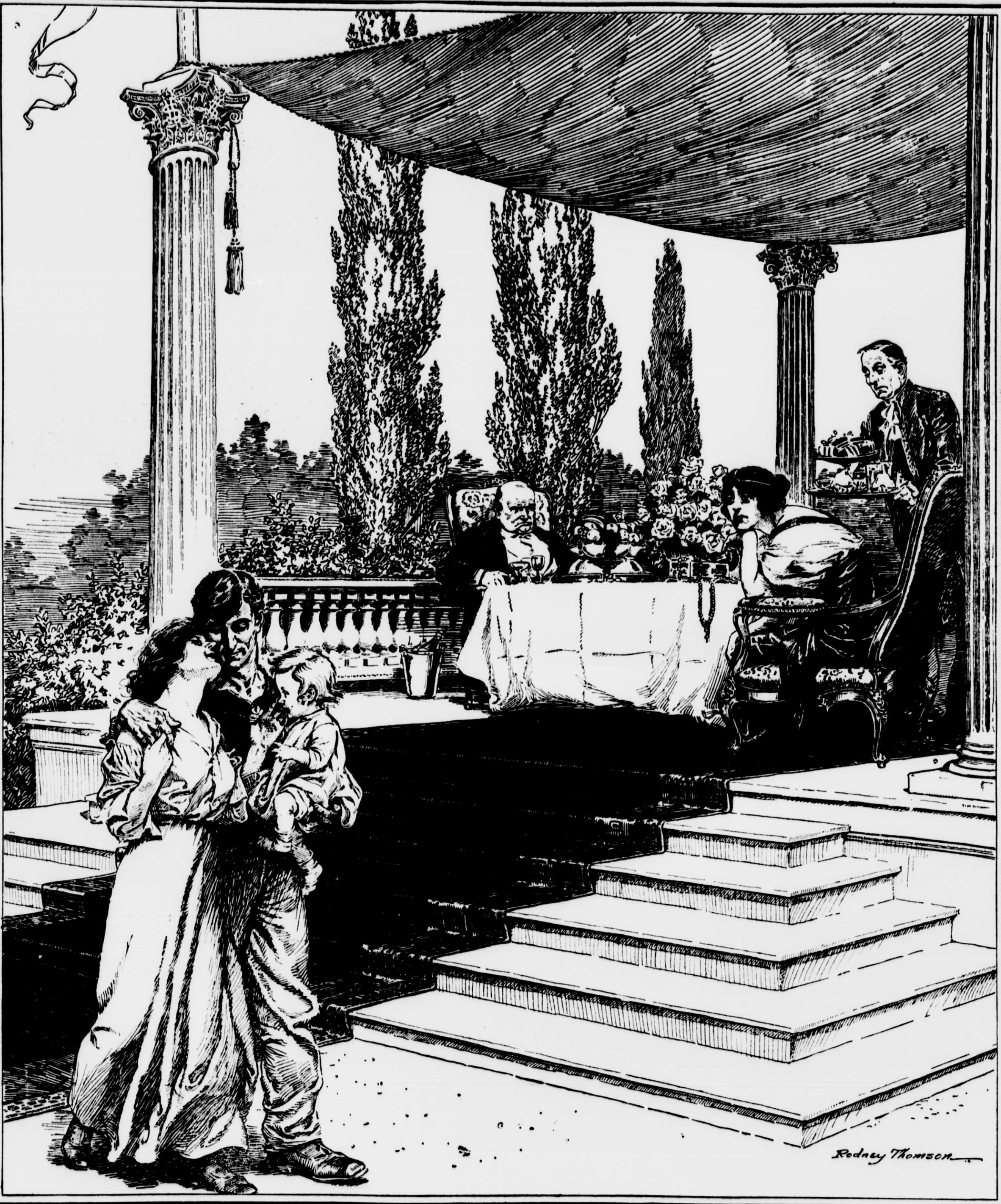
One day late in June 4,000 horses purchased by British agents awaited shipment east. The value of this one lot of horses was in the neighborhood of \$800,000. In the last six months from 3,000 to 5,000 horses have been sent out of Grand Island and Lathrop for Montreal, the chief British shipping port. The same big scale of the business conducted at Lathrop and also of East St. Louis, where more than 150,000 horses have been purchased for war service. The Government report for the fiscal year indicates that more than \$75,000 horses were shipped out of American ports for Europe, as compared to the 20,000 animals purchased by Europeans in the year preceding. This, of course, does not include the immense shipments made from Montreal.

During July more horses were as-

POVERTY AND RICHES

Drawn by

Rodney Thomson



Rodney Thomson

sembled in Lathrop than were ever gathered together before in the world's history. Because of the delay in securing transports at the coast more than 30,000 horses were being held on orders from British agents. The death rate among the horses from all causes averages more than fifty a day, and constantly there are rumors which tell of the death of thousands of horses.

State health inspectors soon heard of the big death rate and hurried to Lathrop to investigate. Army veterinarians met the excited State officials with statistics which soon allayed their fears. The deaths, the veterinarians figured out, came to about one-half of 1 per cent a week. The inspectors agreed that this rate was no greater than that on the average farm. The British continue to lose some \$10,000 worth of horses a day.

Disease is not the only agent of death, as the habit of "milling" is responsible for many deaths. On being changed from one pasture to another the great herds of horses immediately often set out on a dead run for the circuit of the field. They will run for hours sometimes until scores fall dead of exhaustion or are trampled to death beneath the flying hoofs of the stronger animals. If the herd is large the turns at the corners cannot always be made, and sometimes a quarter of a mile of wire fence disappears as in a twinkling. Then the veterinarians are kept busy sewing up wire cuts for days at a time.

The disaster of the sunken road at Waterloo quite often is duplicated. Recently 1,100 horses were being driven to the coast near Lathrop when they came to a partly flooded ravine. A stampede followed and the front ranks of the great herd were swept into the muddy current. In the twinkling of an eye the ravine was trampled into a solid mass of bodies, while the remainder of the herd galloped over the struggling mass to safety. Scores of horses were drowned and others were so wounded by the battering hoofs of their frantic mates that there was nothing left to do but kill them. The task for the skinner was a gruesome one.

These skinner are feeling the prosperity of the times. For a time one man received the bids for burying the horses. At the market price of from \$4 to \$5 per side he was reputed to be making about \$1,500 a week for the work. Another arrangement was soon made which brought his income down. Four and sometimes five large gangs of skinner are kept at work, and then, particularly after a stampede, they are unable to keep up with the pace.

The horse buyers and foreign agents are almost as secretive about their business as are the manufacturers of war munitions because of mysterious agencies alleged to be active in seeking to prevent the delivery of the horses to the sea coast cities. Many buyers report finding fires of unknown origin in their barns, the most important instance of this nature being reported from Kansas City, where a

large barn containing many horses was destroyed. The entire shipment of horses had been turned loose before the fire was set.

Another peculiar case of this kind occurred in a small Iowa city. Over on one side of the town was a car loaded with wheat consigned to the English Government, while almost a mile away was a barn containing a day's purchase of horses for the army. At almost the same minute fires were discovered in the barn and in the car of wheat. Sixteen horses were burned to death and the car of wheat was a total loss.

The class of horses found most desirable by the foreign buyers weigh from 1,200 to 1,400 pounds. Exports in the middle West unite in saying that the disposal of this class of animals will prove a real benefit to the farmers, as the horse weighing 1,300 pounds or more has been found to be more economical. It is argued that the war business will inspire the farmer to the raising of horses of a better grade and that the stopping of the importation of fine horses from Europe will throw him on his own resources.

The British Government has been the most liberal buyer of American horses, both in quality and price, with France and Italy coming in the order named. Belgium was a lively bidder early in the war, as was Serbia, but these two nations, for the most part, have closed up their American contacts of this nature.

Two classes of animals are being purchased for use in Kitchener's

armies. The artillery horse, or "gunner," as he is known among the buyers, is being purchased at prices ranging from \$150 to \$180. He must be between 5 and 8 years old, must lack a blemish of any kind, and must weigh about 1,350 pounds to find favor with the English agents. The qualifications for the "rider" (for the cavalry army) are very similar, the scale of prices being the same.

The French Government has been buying liberally horses for gunnery service, the requirements being almost identical with those stipulated in English contracts. However, the prices paid are lower than those offered by the English agents. The Italian buyers, too, are devoting almost their entire time to the purchase of horses for artillery service. The requirements are not quite so strict as those of the English and French buyers, and the scale of prices is lower, ranging from \$145 to \$165.

Dark colored horses are the rule, though not always the exception, as they offer a more difficult target for the enemy's snaphooters. White and light colored horses can be converted into the shades more desirable for army service in a short time, however, and are purchased quite frequently.

Iowa has furnished approximately 75,000 horses, while Illinois, the Dakotas, Minnesota, Missouri, Kansas and Oklahoma have contributed heavily to the filling of the immense orders for horseflesh. Montana has sent some of the best cayuses, about 30,000 in number, to Europe.

The preparation of a horse for war

duty requires almost as much time as the making of a soldier from a raw recruit. As a rule it is more than two months from the time the animal becomes the property of the foreign government until it is passed on to the battle front as fit for service. The details through which the horse must pass before final inspection is made are painstakingly exact.

The buyer who concludes the deal for the horse brands it just above the hoof with a letter indicating his name. The horse then is forwarded to one of the three great distributing centers—Denver, Grand Island or Lathrop. There the horses are inspected and branded for the second time, the time the brand being an arrow head (if intended for English service) on the left hip and the letter U on the right hip. The former serves as an English mark and the latter U indicates that the horse was purchased in the United States. This serves as an efficient check on the purchaser of every animal and eliminates to a great degree the danger of fraud.

Shipments received at Denver or Mpls. City are passed on to Grand Island, where they are unloaded for feeding and watering. The horses are given a few days rest, are inspected for the third time and their forefeet and tails trimmed one-third. They are then prepared for shipment to Montreal. At frequent intervals the horses are unloaded at what are called feeding and watering stations, one such station, Boone, Ia., having been established between Grand Island and Chicago. At Boone the horses are

again unloaded and allowed several days in which to rest and feed. Care is taken to see that they get plenty of exercise. In addition they are given a fourth inspection.

The horses are bled through as first class freight and are cared for as such. The freight bill of the English army is growing to an enormous sum. From Boone the horses are rushed to Calumet Park in Chicago, where they have another period of rest, exercise and feeding. Each horse gets individual attention and any flaws which may have escaped the eyes of other inspectors are sure to be noticed here.

After a stay extending from several days to a week the horses are forwarded to Windsor, Canada, which also is a rest station. The next stop is made at Toronto, and the last stopping place on this side of the Atlantic is Montreal. Here the horses get plenty of opportunities to remain their "legs" before the ocean trip is begun.

The handling of the horses as they arrive in England varies but little from the methods in vogue in America. The shipments are divided and rushed to the distributing stations for the final period of rest and attention before they are taken across the channel. About ten days time is given to the preparation of the horse for duty at the front.

The farm horse which brought \$150 when it was placed on the sale block at a Western station has cost the English Government its price again, or at \$200, before it is finally pronounced ready for service.

Japan Fast Turning to Ways of West

Influence Being Felt Not Only in Dress but in Many Other Lines.

IT is a question whether Japanese imitations of the West have not been more successful than Western imitations of things Japanese, says S. Takagi in the *Japan Magazine* for October. The kimono sometimes worn by Western ladies as illustrations of Japanese dress are usually nothing more than undergarments, and produce on the Japanese mind much the same effect as if Japanese ladies appeared among the Western public with their corsets or petticoats on the outside. Others again appear in Japanese women's dress attire, or even in dressing gowns of Japanese ladies, believing that they are in the garb of a well dressed lady of fashion.

Those gay and gaudy garments with embroidered flowers or scenery are never worn by Japanese women as outer dress. If worn at all they are undergarments and when their edges show beneath a skirt or through a sleeve it is thought a bit taking by the fashionable. Such gay colors are confined in any case to girls below 15 years of age. In fact the general color and design of Japanese dresses worn by Western women are quite out of taste with Japan.

The Japanese lady as a rule has unerring taste as to dress; she has no fancy for such primary colors as red, blue or yellow. If worn at all they must be compounded. She prefers austere shades and then well mixed, as tea color, indigo or gray. But when Western women come to Japan and order Japanese kimono they invariably prefer colors which no Japanese lady would tolerate, chiefly in large and glaring designs and gay colors.

The remarkable thing is that some Japanese women are beginning to be influenced by this foreign taste in dress. Evil communications corrupt good manners. In recent years, therefore, we have been forced to witness in Japan an increasing preference for louder tones in dress; so that it is now no infrequent sight to notice ladies of 30 arrayed in showy designs, especially about the neck and breast, on skirt borders, which can only be regarded as due to Western influence.

Again it is noticeable that Western women when they want a Japanese parasol always select those with sly designs, butterflies or cherry blossoms. It may be, things which in Japan are used only by children. No Japanese woman would dare appear with such a highly decorated parasol, but nevertheless the Japanese woman is now using the foreign parasol with gay embroideries thereon, which shows the influence of the foreign woman on Japan. Also the foreign custom of using printed calico and chintz is coming into vogue among Japanese ladies.

In table ware too there is observable a certain degree of foreign influence. There is a kind of ware known as Yokohama goods, with a vine design in gold and red, which was specially manufactured for foreign export, and this is now beginning to be used by some Japanese. It is sometimes called the nikukake, or brocade finish, and is now being used among the Japanese, especially for plates.

The native Japanese plate is of small diameter, not more than four inches, but owing to Western influence plates of eight or nine inches are now being used. Thus the export goods are coming to be taken locally. In the same way foreign influence is seen in the increasing use of glassware among the Japanese, porcelain having been used hitherto.

One cannot go into a Japanese shop nowadays without seeing some evidence of Western influence. In the old shops business was carried on according to a credit system and all attempts at flaring advertisements were regarded as a sign of humbug, while the shops were hung at the entrance with gloomy curtains, no attempt being made at attracting customers. The merchant was content to sell if people wanted to buy and he depended on those who had confidence in him. This was no doubt due to the evils of the Tokugawa days, when if a merchant's shop looked too prosperous he was apt to be imposed on by requisitions or accommodations in money to assist his feudal lord. At any rate all the first class establishments of old Japan aimed at quietness and unostentation in business, something like certain big British firms.

Any one familiar with Tokio of twenty years ago will remember what low, gloomy buildings his firm, such as the Mitsui or the Shirokawa, had then. There was no such thing as a show window or a display of goods. Now all this is changed and everything is on the most elaborate and ornate plan, with gay decorations and loud advertisements. In fact the big shops have been completely Westernized.

Another indication of Western influence is the increasing use of Western pen and ink in preference to the native way. It is safe to say that there is hardly a merchant in Japan who does not use a fountain pen.

No one can look at a Japanese newspaper or periodical without seeing how much it owes to Western influence. The magazines of old Japan had cover designs of some famous piece of art, but today they are covered with advertisements in imitation of Western publications. Now instead of inviting the reader to a beautiful view of Mount Fuji, the Rising Moon, or a flight of birds, on upper and lower covers, the magazine is covered with some famous piece of art, but today they are covered with advertisements in imitation of Western publications. Now instead of inviting the reader to a beautiful view of Mount Fuji, the Rising Moon, or a flight of birds, on upper and lower covers, the magazine is covered with some famous piece of art, but today they are covered with advertisements in imitation of Western publications.

The ever increasing number of cities and towns in Japan are becoming Westernized. The beautiful harbor of Yokohama is also another example of Western influence. The most famous of foreign residences on Japan are here mentioned, but there is of course a great deal more to be said, especially as to moral and spiritual influences which Japan has received and is still receiving from Occidental countries. In any case, it is clear that the two civilizations are making a closer and closer approach. Western women are now adopting the slit skirt with no bow bottom, which the Japanese lady has worn for centuries.